

WEATHER FORECAST.  
Showers to-day and probably to-morrow;  
not much change in temperature.  
Highest temperature yesterday, 80; lowest, 66.  
Detailed weather reports will be found on editorial page.

VOL. LXXXVI.—NO. 360.—DAILY.

## LEADER OF COLLINS AMBUSH SURRENDERS; TURNS FREE STATER

Death of Collins May Not  
Have Been in Vain,  
Irish Believe.

## OTHERS MAY FOLLOW

Richard Mulcahy's Ap-  
pointment as Head of Army  
Generally Approved.

## COSGRAVE HEADS CABINET

Tragic Event Is Likely to  
Avert Strike of Build-  
ing Workers.

CONK, Aug. 24 (Associated Press).—Tom Hales, who led and accepted the responsibility for the ambush which killed Michael Collins, repudiated today, threw down his arms and offered to join the National forces. Tom Hales is the brother of Sean Hales, a pro-treaty member of the Dail Eireann and has been a fierce opponent of the treaty.

His present change of front is regarded as significant and as giving point to the prevailing belief that the death of Michael Collins may not have been in vain, as his action may animate his comrades to do likewise.

He and his sister on last St. Patrick's Day set fire to the platform at Bandon where a demonstration in favor of the treaty was being held under the auspices of his brother and Canon Cohan, parish priest of Bandon.

DUBLIN, Aug. 24 (Associated Press).—The Irish Government will be continued on the lines marked out by Arthur Griffith and Michael Collins, whose views, freely exchanged with their cabinet colleagues, anticipated the necessities of the whole situation. No new lines of policy are contemplated.

The appointment of Richard Mulcahy as commander-in-chief of the national army is universally approved.

The Dail Eireann, it is officially announced, will not meet on Saturday as was expected, but has been called for September 7.

**Little Change in Cabinet.**  
Schemes for Irish developments await the definite establishment of the Free State, and all the efforts of the Irish Government will be directed to establishing the new state firmly in accordance with the terms to which the adherence of William Cosgrave and Richard Mulcahy will be as strict as that of the two dead leaders.

The Ministry needs little reconstruction. Arthur Griffith held no portfolio and Michael Collins had been obliged to lay aside his duties as Finance Minister owing to the more urgent task as commander-in-chief of the growing military force. The only change in the cabinet was the promotion of Mr. Collins having organized a very competent financial staff.

It is assumed that Mr. Cosgrave will be the head of the ministry, but it is not known whether he will take over the financial portfolio or remain in charge of local government. An important personage on the British side, Sir John MacNeill, who was speaker of the Dail, is a man of great knowledge and experience and his counsel is considered especially valuable in the difficult situation. He provokes no antagonisms and has friends on all sides.

Eamon J. Duggan, the Home Secretary, has had a successful administration of his department, which includes law and police, and is likely to retain office. Joseph McGrath, formerly an official of the Transport Workers Union, has as Minister of Labor assisted in the settlement of several trade disputes.

## Other Departments Fall.

The great Department of Agriculture has been capably handled by the Minister, Patrick Hogan, a young solicitor. Kevin O'Higgins, Minister of Education, has made many visits to London and was one of the most valued colleagues of Griffith and Collins. Temporarily he is acting as Assistant Adjutant-General of the Army. He is the nephew of Timothy Healy.

General Beasley, who visited the United States in behalf of the treaty, is at present in charge of the military censorship, but in the future Irish Government he is likely to be identified with education. A probable new name for the Ministry of Education is that of the committee which drafted the Free State constitution and who enjoyed Mr. Griffith's confidence.

The death of Michael Collins is indirectly likely to avert the threatened strike of 20,000 building workers next Monday. Out of respect for the late head of the Government the Dublin Building Trades Unions Federation decided to-day to defer notices of a wage cut, already announced, and negotiations will open to-morrow for a settlement.

## ORELLANA OUT, ZELAYA BACK IN GUATEMALA

Unionists Force President to  
Flee the Country.

MEXICO CITY, Aug. 24.—The Unionists in Guatemala have overthrown the Government of President Orellana, and the President is fleeing the country, says a dispatch printed by the *Universal Grafico* from its correspondents at Tapachula, Chiapas, quoting articles received from Guatemala City.

The dispatch adds that Julio Ernesto Zelaya has been named Provisional President.

President Jose Maria Orellana was made provisional President of Guatemala in December, 1923, and was chosen President of the republic early in the present year. He was inaugurated March 10 last.

Theoretical and Hotel and Restaurants. Advertising will be found on Page 13—4de.

## TREASURY DEFICIT GROWING; \$500,000,000 IS THE ESTIMATE

Special Dispatch to THE NEW YORK HERALD.  
New York Herald Bureau.  
Washington, D. C., Aug. 24.  
The deficit for the current fiscal year is going to be considerably greater than the original estimates of fiscal experts of the Government.

The deficit for the current fiscal year, the Secretary said, would probably run into \$500,000,000. The largest deficit hitherto estimated was only \$400,000,000, so that there is in sight now just as the bonus advocates are rushing through the final stages of the "raid" a shortage of \$100,000,000 more than Secretary Mellon expected when he warned Congress from time to time of the crime of running into new expenditures.

The realization that the deficit for the year is to be greater, together with the growing belief that there is little prospect of this country realizing anything in the near future on the foreign loans, has confirmed the belief of the head of the Treasury that the bonus legislation is not only unwise but may overturn the delicately poised structure of national finance and make impossible the carrying out of the program of retrenchment which has been planned.

## BERLIN BOURSE PANIC; DOLLAR 2,000 MARKS

Jumps Hundred Points Hourly  
on Reparations Settlement  
Deadlock.

## FAILURE SEEMS CERTAIN

French Delegate Sees No Hope  
—Moratorium Again  
Deferred.

BERLIN, Aug. 24 (Associated Press).—The continual rise in foreign currency, provoked by fears of a failure of the negotiations between Sir John Bradbury, British member of the Reparations Commission, and M. Mauciere, chairman of the 'Allied Committee on Guaranties, with German officials, in regard to Germany's financial obligations, caused a panic on the Bourse to-day.

Sir John and M. Mauciere have concluded formal discussions with the German Government, but will hold a final session with Chancellor Wirth and Dr. Hermann, the Finance Minister, to-morrow. While the German Government remains silent and Sir John hopes that the situation is not entirely hopeless, M. Mauciere is convinced that the deliberations have failed to produce any tangible results and sees no hope of arriving at a basis of settlement which would be mutually acceptable. Such an outcome would not only leave the moratorium issue in abeyance temporarily, but again refer it to the Reparations Commission in Paris.

The dollar, which hitherto had advanced from 20 to 40 points daily, showed hourly rises of more than 100 points. At one moment it stood at 2,000 marks. Foreign currencies were almost unobtainable, nobody being willing to sell them. The pound sterling reached \$8.60 marks.

Commercial bargains between producers, wholesalers and consumers, according to the *Berliner Tageblatt*, are being increasingly transacted on the basis of the dollar quotation. The newspapers say that a number of the small banking firms and some brokers are in difficulties owing to their obligations in foreign currencies. The issue of money orders for foreign countries has been suspended.

Forecasts announce that representatives of the leading trades unions intend to immediately visit Chancellor Wirth and urge that the Government adopt energetic measures to prevent the collapse of the whole economic life of the country.

## Blame Secret Diplomacy.

A section of the press reproaches the Government for its failure to adopt measures which might have prevented the precipitate crash of the mark, charging that the Government unduly stressed the reparations issue without attempting parallel action calculated to bolster the mark at home while the negotiations were proceeding.

The Government's policy of "secret diplomacy" with Sir John Bradbury and M. Mauciere is blamed by some of the newspapers for the panic seizing the Bourse and the "valuta hysteresis."

There was a literal cat-and-can wrestling match for dollars, sterling and other foreign money on the Bourse to-day. One of the gravest symptoms of the money crisis suggested is the appreciable decline in bank and savings deposits. The mark having been relegated literally to the category of "perishable goods," its period of usefulness now being measured by days and hours.

## Further Stamp Unmaterial.

The Bourse Courier calls attention to the prediction of the Paris bankers' convention with regard to German currency, which it says is now more than vindicated. This newspaper expresses the belief that the mischief was wrought through indifference abroad and now cannot be undone, and that any further slump in the mark, even to an infinitesimal fraction of its normal value, is virtually immaterial in connection with its bearing on the psychology of the present situation.

The Bourse organ discovers an uncanny feature in the present crisis in the fact that the jump of the dollar from 1,000 to 2,000 required but nine days, whereas the previous rise from 500 to 1,000 was spread over three weeks.

One of the anomalies of the situation is supplied by computation based on today's value of German currency, which makes Germany the only country in Europe whose paper currency is more than covered by a gold reserve of one billion marks. In this connection it is pointed out that Austria's currency represents \$10,000,000 and Russia's \$20,000,000.

## ALLIED DEBTS TO U. S. DECLARED SEPARATE

Mellon Issues Statement That  
Britain Is Not Guarantor  
For All.

## HE CITES MEMORANDA

Special Dispatch to THE NEW YORK HERALD.  
New York Herald Bureau.  
Washington, D. C., Aug. 24.  
Every European Power that borrowed money from the United States to meet the cost of the world war will be held separately and individually responsible to the exact extent of its own commitments to this Government. Neither England nor any other Power negotiated loans from the American Government on the understanding of joint responsibility.

This is, in effect, the answer of the United States Government to the recent note of Earl Balfour, British acting Minister of Foreign Affairs, in which it was intimated that the British debt was contracted in the interest of the allies, that Great Britain undertook to guarantee the loans to the other Powers and that Britain's ability to pay was therefore contingent on the payment of large sums due her.

The American answer to the British Foreign Office came in the form of an official statement from Secretary of the Treasury Mellon to-day, in which he produced documents hitherto unpublished to show that not only did this country insist on individual responsibility for commitments but in which it was specifically stated that no Power undertook to guarantee the debts contracted by other Powers.

**Propositions Outlined.**  
Secretary Mellon declared that the reason for the statement was the misapprehension as to the exact status of the obligations of foreign governments, with particular reference to the \$1,135,000,000 debt of England. In substance the Treasury statement set forth the following propositions:

First—England did not guarantee the loans made to the other European Powers, no guaranty of this kind having been ever demanded and the exact reverse being shown by the official memoranda bearing on the question.

Second—British-American financial transactions growing out of the war are absolutely independent of British loans to other Powers and of financial exigencies of reparations payments.

Third—Each and every Power will be held accountable by this country for its own obligations, consisting largely of borrowings made during the war to cover purchases made in this country by the Allies.

Fourth—Submitting official documents bearing out the position of the Treasury and completely outflanking the Balfour maneuver Secretary Mellon said:

It appears to be quite clear that the respective borrowing nations each gave their own obligations for the money advanced by the United States and that no guaranty of the obligations of one borrowing nation was asked from any other nation. This is the understanding of the Treasury as to the status of the foreign obligations growing out of the war now held by the United States.

**Two Documents in Case.**  
The documents submitted by Secretary Mellon are evidently intended for the consideration of the British treasury on the eve of coming to the United States of a British funding commission. The two documents in the case and which Secretary Mellon believes completely bear out the American view of the debt status bear the dates of June, 1918 and of June, 1920.

The first of these memoranda handed to the British Ambassador read as follows:

"So far as the purchases of the Allied Governments for war purposes within the United States and its territories and insular possessions are concerned it is

Continued on Page Six.

## BOTH SIDES TO URGE PRESIDENT DECLARE STAND UPON BONUS

Friends and Foes Believe  
Definite Word Would  
End Deadlock.

## FIGHT GETS LUKEWARM

Less Than Half of Bill's One  
Time Supporters Are  
at Session.

## VOTE DATE IS INDEFINITE

At Rate of Progress Weeks  
Would Be Needed for  
Elaborate Speeches.

## By LOUIS SEIBOLD.

Special Dispatch to THE NEW YORK HERALD.  
New York Herald Bureau.  
Washington, D. C., Aug. 24.  
The Senate devoted less than one-third of its six hour session to-day to the irritating \$5,000,000,000 bonus raid and made little progress toward a vote on it.

Despite the pledge of bonus Senators to keep the measure before the Senate to the exclusion of all other business many extraneous subjects were dragged into the discussion of the proposition.

The coal crisis was one and a number of Senators who for weeks have been clamoring for action on the bonus were absent when the second day of the debate over this topic that it was of even greater importance than the proposal to pay Government cash to able bodied ex-service men.

More than one-half of the Senators who insisted two months ago that the bonus should be immediately passed regardless of the objections urged by the President and Secretary Mellon were absent when the second day of the battle over it began. There was little or no enthusiasm displayed by the bonus Senators who remained to take a hand in the fray. Their chief concern is now to negotiate an agreement with Senators opposing the bonus to fix a date for a vote. How soon such an agreement can be reached is a matter of conjecture.

## Anxious to Go Home.

The most important element in the situation in this respect hinges on the ultimate attitude of President Harding on the bonus proposal rather than on the plans of the opposing forces in the Senate. Most of the Senators of both camps are anxious to obtain a speedy recess or adjournment in order to fill personally important political engagements at home.

The Senators in both parties opposed to the bonus are ready to proceed with their original plan to obstruct the progress of the bonus through the Senate at every turn and to carry on the fight as long as there remains a prospect of defeating it in that body.

They realize, however, that the majority of Republican Senators, aided and abetted by a greater number of Democrats inspired by political motives, intend to put the bonus bill through regardless of the attitude of the President and members of his Cabinet and the opponents believe, the vast majority of taxpayers of the country. There is little question that the Senators supporting the bonus and attaching unwarranted importance to the political influence of the American Legion can put the bill through as soon as a vote is reached if present conditions continue.

The most vital point in the bonus controversy at this stage concerns the intentions of the President regarding it. Mr. McCumber and the other Republican leaders favoring the bonus assert the President will approve of the modified version of the bill passed by the House and now in the Senate. The opposition, however, is contrary to the statement made by the President in his letter to Mr. Fordney and subsequently repeated to members of the Senate.

## Seek Definite Statement.

Confronted with this direct conflict of views, the leaders on both sides of the fight are naturally anxious to produce a definite statement of the President in order that the deadlock over the bonus controversy may be brought to an end. Senators representing both sides will make an appeal within the next day or two to the President to reaffirm the position he is known to have held or to indicate his satisfaction with the comparatively minor changes made in the House bill.

Whether he will consent to lend his aid in clearing up the situation is a matter of speculation. If he decides to permit the Senate battle to proceed to a logical finish the debate is likely to continue for some time. Both sides wear an air of grim determination to fight it out. But it is also true that the leaders of the opposing forces

## Continued on Page Five.

## FAST SUBWAY TIED UP 3 HOURS IN SERIES OF MISHAPS

Forty Passenger Cars Are  
Stalled Under River for  
47 Minutes.

## WRONG SIGNALS GIVEN

All Trains Stop in Rush  
Hour as 'Danger' Warn-  
ing Is Flashed.

## CROWDS NOW USED TO IT

Turn to B. R. T. and Bridges  
in Latest Breakdown of  
I. R. T. Service.

## By LOUIS SEIBOLD.

By an extraordinary sequence of mishaps Interborough East Side subway traffic between Manhattan and Brooklyn was completely demoralized yesterday at the peak of the afternoon homebound rush period. Travel between the two boroughs was seriously impeded from 3 o'clock until after 6, and it was an hour later before the train movement had resumed approximately its normal aspect.

Again the East River bridges were taxed to capacity and a tremendous burden was thrust upon the subway express system of the B. R. T. lines.

The primary trouble this time was due neither to short circuiting nor to power house nor third rail difficulties. It was caused by break downs in car and signaling equipment. At no time was the third rail power turned off. No passengers were compelled to walk through the tubes. There was much inconvenience and impatience, but no disorder approaching panic.

Though four express trains were stalled under the river in the Joralemon street tunnel for periods lasting from half an hour to forty-five minutes the lights in cars and tube remained bright, the electric fans continued in operation and the passengers, though oppressed by the heat, departed themselves in almost every instance circumspectly.

## The Big Push Falls.

It was eight minutes before 3 o'clock when a fast train, the subway express bound for Manhattan encountered electrical trouble near the Hoyt street station in Brooklyn. All its passengers were asked to get out at Borough Hall and the disabled train limped along empty until it hit the upward grade under the river approaching the Bowling Green station. There it blew out all its fuses and became stalled. This was at 3:03 P. M.

A second express train came up behind it, this one well filled with passengers. Its motorman and crew made an effort to push the stalled train forward, but the grade under the river tunnel to Bowling Green, but failed. Apparently the grade was too steep and the load too heavy.

When a third express came up behind the second there was an attempt made at team work. The idea was to push forward the obstructing train by the concerted effort of the live power of the two others.

But the effort was not well synchronized. The two live trains were not coupled together for the push. The result was that train No. 2 was driving forward just as train No. 1 was backing up slowly for another effort to ram the dead cars into motion. The ensuing contact cut out four of the drawbars from the couplings of the second train and two from those of the third. The drawbars are an essential part of the entire pneumatic signaling system of the subway and the dead train under the river instead of one.

## Coupled Cars Crawl Out.

Finally the smashed drawbars were removed, eight cars of the second train were coupled up with the ten cars of the first disabled express, the damaged couplings were reinforced with chains, and passengers were kept well back from the car platforms as a precaution, and moving slowly under the power of the eight cars of train 2, the entire eight-car train crawled out of the tunnel. The disabled train was then uncoupled and the eight cars of the first train were pushed forward to the Bowling Green station and discharged their passengers.

The expresses that were stalled leghighly forward and the passengers were also discharged at Bowling Green. There were just two men—one of them elderly—who refused to leave their train and who were ordered to get out. They said they although they had been in the tunnel forty minutes. The sleep at this point had lasted now forty-seven minutes, from 3:05 to 3:52 o'clock, and had involved a total of forty passenger cars, of which six were crippled.

Train No. 1, which had blown out its fuses, replaced them and proceeded northward from Bowling Green under its own power, but without taking on passengers. It was six minutes past 5 o'clock and the rush hour movement was well developed before the cleared signal system of the bridge station, the interborough dispatched express trains eastward. Only one-half of them, however, passed through the Joralemon street tunnel into Brooklyn. Every alternate eastbound express was sent around the Battery loop and thence northward again through Manhattan. The service to Brooklyn, therefore, which at this hour operates normally on a headway of five minutes, was cut to a ten minute interval between expresses.

## All at 'Danger.'

These had advanced as far as the Brooklyn Bridge station when, at 5:15 P. M., a break in an air tube set the clearance signal system automatically at "danger." This second traffic interruption lasted for twenty minutes. Until 5:35 o'clock, at the very peak of the rush hour, everything, except the signal system, was working normally and local was tied up completely until the signal system muddle was straightened out.

Manhattan local service with that exception continued in operation, passing along the City Hall loop. During the tieup under the river, except for the delay of twenty minutes caused by the clearance signal system muddle at the Bridge station, the interborough dispatched express trains eastward. Only one-half of them, however, passed through the Joralemon street tunnel into Brooklyn. Every alternate eastbound express was sent around the Battery loop and thence northward again through Manhattan. The service to Brooklyn, therefore, which at this hour operates normally on a headway of five minutes, was cut to a ten minute interval between expresses.

## SENATE, WARNED OF RIOTS, GETS COAL SEIZURE BILL; 18 ROADS RENEW PARLEY

CONFERENCE WITH BIG 4  
Session Lasts All Day;  
'We're Like Bats,' Says  
Leader, 'Can't See  
Our Way Out.'

## MEET AGAIN TO-DAY

No Result Expected, How-  
ever, as Most of Roads Con-  
sider Strike Broken.

## LOOMIS BLAMES LEADERS

## Lehigh President Says They Are Specially Responsible for the Trouble.

A committee of five railroad presidents conferred yesterday with the brotherhood chiefs in an effort to end the shop crafts strike on certain individual roads constituting about 30 per cent. of the railroads of the United States. The majority of the roads are through talking peace, after Wednesday's failure. They consider the strike broken.

The minority group and the brotherhoods will meet again to-day. They discussed various plans at the Yale Club from 10 A. M. to 7 P. M. yesterday, but got nowhere.

"We're like bats. We can't see our way out," one of the brotherhood leaders said last night.

No official statement will be made until the conference ends. If the men agree to go back to work they must forfeit their seniority rights, which is something they have declared they will never do. If they refuse the strike probably will go on until attrition ends it.

## Filling Strikers' Jobs.

Each day the Eastern roads report more strikers' jobs have been filled. All the officials ask is to be let alone and their mechanical department present will be back to normal, they say.

The strikers say they will redouble their efforts to win, but unless they can get some of the other railroad unions to join them there seems to be little they can do. The engineers, firemen, conductors and trainmen have refused to join. The maintenance of way men are considering it, but most of them are laid off in October anyway when the ground freezes.

President Harding tried twice to end the strike and failed and now has asked Congress for strike legislation. Railroad equipment is in bad shape, but the roads have spent so much money fighting the strike and have lost so much in freight haulage because of faulty equipment that they are determined to keep on fighting.

The Interstate Commerce Commission will issue a report to-day showing how many locomotives need repairs. It is understood that the commission estimates about 50 per cent. but its figures are based on the condition of various safety appliances, some of which are not essential to operation.

## Loomis Blames Leaders.

E. E. Loomis, president of the Lehigh Valley Railroad, who returned from Europe Wednesday, issued a statement yesterday in part as follows:

"With the shopmen apparently willing to return to work at the wages fixed by the labor board—which leaves them still better paid workmen than men in the employ of other industries—the leaders, solely responsible for the trouble, assert the railroads have closed the doors to a settlement and seek to put on them the onus of continuing the strike simply because they will not displace loyal men with those who quit at the command of the union leaders. "If the men who have struck are allowed to dominate the situation by taking the places and rights of loyal men the morale of our supervisory officers, who have borne the brunt of the fight and who by their efforts have kept the railroads running, will be shattered."

Seniority is the issue on which every attempt at a settlement has failed. Although no official reports of yesterday's meeting were released, it was said unofficially that seniority would wreck the present conference as it has the others.

The railroad committee, headed by Daniel Willard, president of the Baltimore and Ohio. The other members are A. H. Smith, president of the New York Central; J. H. Holden, president of Chicago and North Western; Charles E. Donnelly, president of Northern Pacific, and N. D. Maher, president of the Norfolk and Western.

The "Big Four" committee of mediators consists of W. S. Stone, engineers; L. E. Sheppard, conductors; E. W. Robertson, firemen; W. D. Doak, trainmen, and T. C. Cadden, switchmen.

## The Minority Roads.

The roads seeking separate peace are the Chicago and Northwestern, Chicago, Milwaukee and St. Paul, Chicago, Burlington and Quincy, Northern Pacific, New York Central, Erie, New York, Chicago and St. Louis, Chesapeake and Ohio, Norfolk and Western, Buffalo, Erie and Pittsburgh, Baltimore and Ohio, Norfolk Southern, Wheeling and Lake Erie, Lehigh and New England, Rock Island, Minneapolis and St. Louis, Louisville and Arkansas and Alabama and Louisville.

Allied with them, it was said, are about twenty-five subsidiary roads, also seeking to make terms with their shopmen. The total mileage is \$5,000, about one-third of the total for the United States.

The Best Writing Papers are Whiting Papers—Add.

## SENATE, WARNED OF RIOTS, GETS COAL SEIZURE BILL; 18 ROADS RENEW PARLEY

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## LOOMIS BLAMES LEADERS

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## Slain Shopman's Widow Sues Six Union Chiefs

ATRE, Pa., Aug. 24.—Heads of striking Lehigh Valley Railroad shopmen were sued to-day by the widow of Norman Carmel, a shop worker, slain on the streets here last Tuesday night. Mrs. Carmel, whose home is at Mendon, N. Y., asks \$50,000 for her husband's death. She names local presidents of the six striking unions.

It is said the basis of the suit is the recent Coronado decision holding a union liable for acts committed by any of its members while on strike.

Tony Sparduto, who is said by officials to have confessed stabbing Carmel to death, is not a striker and has not been a member of any union since last January, he testified Tuesday. Edward Sams, indicted with him for first degree murder, is a striker.

## Commissioner Not Inclined to Produce Books of Market Collectors.

## CAN SEE PASSING OF BUCK

## One Who Got Pushcart Fees, It Is Said, Had \$600 Balance Unaccounted For.

The request of District Attorney Ruston of Kings county for a "real investigation" into the administration of public markets seemed doomed through the refusal yesterday of Commissioner of Accounts Hirschfeld to act upon the suggestion that the books and records of the Department of Markets be impounded to avoid manipulation of possible incriminating data.

Neither did there seem to be any prospect of independent action by District Attorney Ruston or any of the authorities of New York county. Mr. Ruston said he had received no evidence of any crime having been committed, but he added that he felt sure the Mayor would order a thorough investigation if he felt the situation warranted action.

Commissioner Hirschfeld accused District Attorney Ruston of "passing the buck." His idea was that the Kings county investigation had not panned out to the satisfaction of the District Attorney and that his letter to the Mayor was nothing more than a clumsily veiled attempt to shift the responsibility to the city administration and ease out of an unpleasant situation.

## Hirschfeld's Fling at Ruston.

"The District Attorney has picked up a hot coal," said the Commissioner, "and he is now trying to drop it as gracefully as possible. He thought he would get it off into the office in the coming election by picking out a popular issue and making a great noise about it, but it didn't turn out as he expected. I don't intend to be stampeded into making an investigation by anything the District Attorney of Kings county has to say."

The Commissioner of Accounts emphatically stated that he did not intend to take up his investigation of the market situation in Brooklyn until District Attorney Ruston had definitely completed his own Grand Jury inquiry. His reason was that he did not want to do anything that might be construed by the District Attorney as "interference," such as he said Mr. Ruston had complained of after the collapse of the American Theater.

## Need of Immediate Action.

Senator Calder precluded the Senate debate when in the midst of consideration of the bonus bill he obtained recognition and had read from the desk the message, which was printed in the New York Herald, urging legislation for a coal purchasing agency. Discussing this telegram calls attention to the imperative need of immediate legislation, providing for a fund which will enable the Federal Government to go into the market, purchase coal and insure its sale to the consumer at a price that will not be exorbitant. Important as is the pending measure, immediately more necessary is the control of the price of coal."

Senator Calder cited the coal crisis of 1920, when prices reached \$20 a ton, and the showing by the New York passage of the drastic bill to meet the present emergency.

"I shall," said Senator Calder, "vote for the pending bill. I believe that the one introduced by me would have accomplished the very same purpose. May I add that in my opinion the Congress was derelict in its duty, both in the last Congress and in the early days of this Congress, in failing to provide for the passage of a measure which would have enabled us to have complete information on this subject in a time like this."

"But of what immediate value will this pending measure be in relieving the situation in which we now find ourselves?"

In the cities of the Northern and Eastern parts of the country practically all of our people burn anthracite coal; they have no facilities in their homes

## Letter Sent by Ruston.

Mr. Ruston's letter reads:

"Investigation by the Grand Jury of this county into the pushcart peddlers' markets in the county of Kings has at the outset developed a situation which I think should be called to your attention at once."

The weekly reports filed by some of the supervisors show most glaring discrepancies, and the Commissioner of Markets has confessed an amazing ignorance as to their contents. They have been filed in his office in a most alphabetical manner and have apparently never been added. They bear no official file marks. No books are kept making a

## Continued on Page Three.

THE BEST IN ITS HISTORY.  
The New York Herald, with all that was best of The Sun intertwined with it, and the whole revitalized, is a bigger and better and sounder newspaper than ever before.

PRICE TWO CENTS  
IN NEW YORK CITY.

THREE CENTS  
WITHIN 200 MILES.  
FOUR CENTS ELSEWHERE.

## CALDER SEES PERIL Walsh (Mass.) Offers Measure as N.Y. Mem- ber Draws Picture of Disorders.

## FIND UNREST GROWS

Other Senators Warn Gov-  
ernment Against Delay  
in Strike Crisis.

## THREE BILLS UP TO-DAY

## Action Due on Borah's and Cummins's Proposals for Industrial Relief.

## Special Dispatch to THE NEW YORK HERALD.

New York Herald Bureau.  
Washington, D. C., Aug. 24.

Aroused to-day by a picture drawn by Senator Calder (N. Y.) of suffering, disease, famine and probably bloodshed in New York and other cities next winter unless the coal and railroad strikes were settled, the Senate engaged in a scramble to give the President immediately all the power necessary to avert what was described as an impending disaster.

Members of the Senate showed a surprising unanimity in the conviction that dire distress faced the nation unless the coal strikes, in particular, were immediately settled. Efforts to fix the blame engendered a heated debate, which resolved itself into a contest for leadership in getting action.

Senator Walsh (Mass.), who had criticized the President and Congress for failure to save the people from inescapable suffering, brought the debate to an abrupt close when he, to escape any accusation against himself of inaction, introduced a bill authorizing the President to take over and operate the coal mines of the country within forty-eight hours.

The Senate was in agreement that the situation was far worse than it has appeared and that the American people are in for a great deal of hardship.

## Bill to Come Up To-day.

As a result of the stampedede there is an understanding that the Senate will take up to-morrow for immediate consideration the Walsh joint resolution authorizing immediate seizure of the coal mines, the Borah bill providing for a coal fuel finding agency, and then a bill introduced to-day by Senator Cummins (Iowa), chairman of the Interstate Commerce Committee, providing for enlarged powers for the Interstate Commerce Commission to check profiteering in fuel.

Senator Cummins also introduced a bill to amend the Federal Fuel Distribution Committee an official standing and an appropriation to be made to the Interstate Commerce Commission in the exercise of wide powers in coal allotments and movement of loaded coal cars.

Consideration of the strike situation put aside all other legislative business in the Senate to-day and occupied much of the time of House members. Because of the specter of a national crisis, however, it is probable that there will be little if any partisan division on the pending measures.

## Need of Immediate Action.

Senator Calder precluded the Senate debate when in the midst of consideration of the bonus bill he obtained recognition and had read from the desk the message, which was printed in the New York Herald, urging legislation for a coal purchasing agency. Discussing this telegram calls attention to the imperative need of immediate legislation, providing for a fund which will enable the Federal Government to go into the market, purchase coal and insure its sale to the consumer at a price that will not be exorbitant. Important as is the pending measure, immediately more necessary is the control of the price of coal."

Senator Calder cited the coal crisis of 1920, when prices reached \$20 a ton, and the showing by the New York passage of the drastic bill to meet the present emergency.

"I shall," said Senator Calder, "vote for the pending bill. I believe that the one introduced by me would have accomplished the very same purpose. May I add that in my opinion the Congress was derelict in its duty, both in the last Congress and in the early days of this Congress, in failing to provide for the passage of a measure which would have enabled us to have complete information on this subject in a time like this."

"But of what immediate value will this pending measure be in relieving the situation in which we now find ourselves?"

In the cities of the Northern and Eastern parts of the country practically all of our people burn anthracite coal; they have no facilities in their homes

## Continued on Page Three.